

CITY OF VISTA

CIRCULATION ELEMENT

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UNIVERSITY OF CALIFORNIA

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PREPARED FOR:

CITY OF VISTA
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Circulation Element

I. INTRODUCTION

A. PURPOSE

The City of Vista relies on a diverse transportation system consisting of roadways, rail service, and trails to move people and goods locally throughout the City and to provide access to regional destinations. Two defining circulation facilities function both as opportunities and constraints. State Route 78 (SR-78), which bisects the City, provides access to regional destinations. However, the freeway also creates a circulation constraint in certain areas. An existing freight rail line also bisects the City. This rail line is scheduled to provide commuter service linking Oceanside to Escondido with stops in Vista at the Vista Village transit center and at Escondido Avenue. The City's transit center is a hub for local public transportation. The rail line also provides an opportunity to create a regional trail system, which would provide recreation and alternative travel options within the City.

The focus of the Circulation Element is to define the transportation needs of the City and present a comprehensive transportation plan to accommodate those needs. The Circulation Element is one of seven mandated elements of the General Plan. As such, the Circulation Element is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. State planning law mandates that each city adopt,

“...a circulation element consisting of the general location and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

Five basic steps were involved in developing the Circulation Element. The first step consisted of documenting existing conditions and assembling a factual database. The second step involved the development and validation of a transportation model used to forecast future travel demand and travel patterns. Step three entailed identifying system deficiencies and analyzing alternative scenarios. The fourth step involved developing goals, objectives and policies for the City. The fifth and final step entailed the refinement of the Circulation Plan.

B. RELATED PLANS AND PROGRAMS

State law requires cities to achieve internal consistency among the seven mandated General Plan elements. For example, the Circulation Element identifies the circulation system necessary to serve traffic generated by the land uses

permitted in the Land Use Element, as well as increased development in the surrounding areas. Since traffic forecasts are used to project noise levels, the Noise Element must also consistently use data from the Circulation Element. In addition to internal General Plan consistency, the Circulation Element relates to the following regional plans and programs:

- San Diego County Congestion Management Program
- County of San Diego Circulation Element
- San Diego Association of Governments Regional Transportation Plan
- Transnet Program
- North County Transit District Strategic Business Plan

C. SCOPE AND CONTENT OF THE ELEMENT

This Element is organized to provide a summary of the major components of the circulation system. The Element includes a summary of the existing and future conditions of the system, relevant plans and programs that influence circulation in Vista, and the goal and policy statements corresponding to each component.

II. CIRCULATION SYSTEM

The Circulation System within the City of Vista has several components ranging from regional facilities, such as freeways, to local residential streets. The purpose of classifying the City's circulation system is to functionally assess the purpose of each roadway. Streets designed to move large volumes of people and goods into and through the City have more lanes, higher speed limits, and fewer access points. Streets designed to serve local residential areas tend to be smaller, slower streets with direct driveway access. The distinction between street classifications allows the City to measure whether a street is meeting its design purpose.

A. ROADWAY FACILITY DESIGNATIONS

The roadway system in Vista is defined by a classification system that describes the hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway.

Figures 1A through 1G identify typical mid-block roadway cross-sections for each roadway classification. Cross sections for the Freeway and Local classifications are not included since these are not Circulation Element roadways. A cross section for the Hillside Street classification is included in Section 16.56.142 of the Development Code. Actual mid-block and intersection cross-sections may vary depending on specific local conditions. The roadway classifications for the City of Vista are as follows:

- | | |
|----------------------------|---|
| Freeway: | State Route 78 (SR-78) provides inter-regional access, moving vehicles through or around the City. SR-78 contains 6 lanes in the vicinity of Vista, with an estimated capacity of 14,400 passenger cars per hour. |
| Prime Arterial: | A six-lane divided roadway with typical right-of-way width of 126 feet and curb-to-curb width of 106 feet. |
| Major Arterial: | A four-lane divided roadway with typical right-of-way width of 100 feet and curb-to-curb width of 80 feet. |
| Secondary Arterial: | A four-lane undivided roadway with typical right-of-way width of 84 feet and curb-to-curb width of 64 feet. |
| Minor Arterial: | A two-lane undivided roadway with typical right-of-way width of 72 feet and curb-to-curb width of 48 feet. |
| Collector: | A four-lane undivided roadway with typical right-of-way width of 84 feet and curb-to-curb width of 64 feet. A |

collector is distinguished from a secondary arterial by the number of access points.

Collector w/CLT: A two-lane roadway with a continuous left turn lane. The typical right-of-way measures 70 feet and the typical curb-to-curb width measures 50 feet.

Light Collector: A two-lane undivided roadway with typical right-of-way width of 60 feet and curb-to-curb width of 40 feet.

Hillside Street: The Hillside Street designation applies to roadways located in areas where topography limits roadway improvements. The typical right-of-way width measures 40 feet and the curb-to-curb width measures 28 feet, with sidewalks optional.

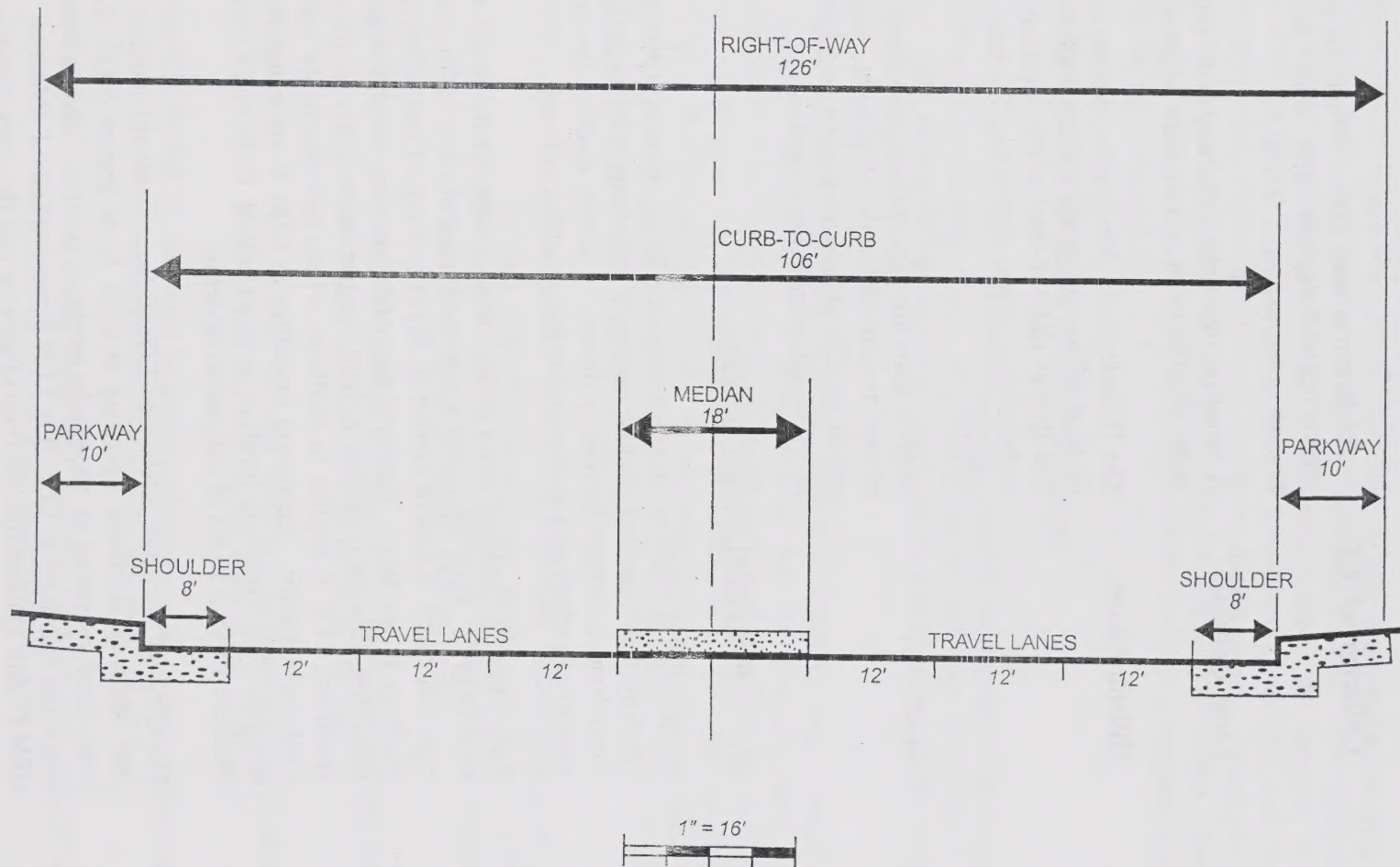
Local: Small streets directly serving residential communities or internal to commercial developments. Local streets are not part of the Circulation Element street network because of their size and specific local function.

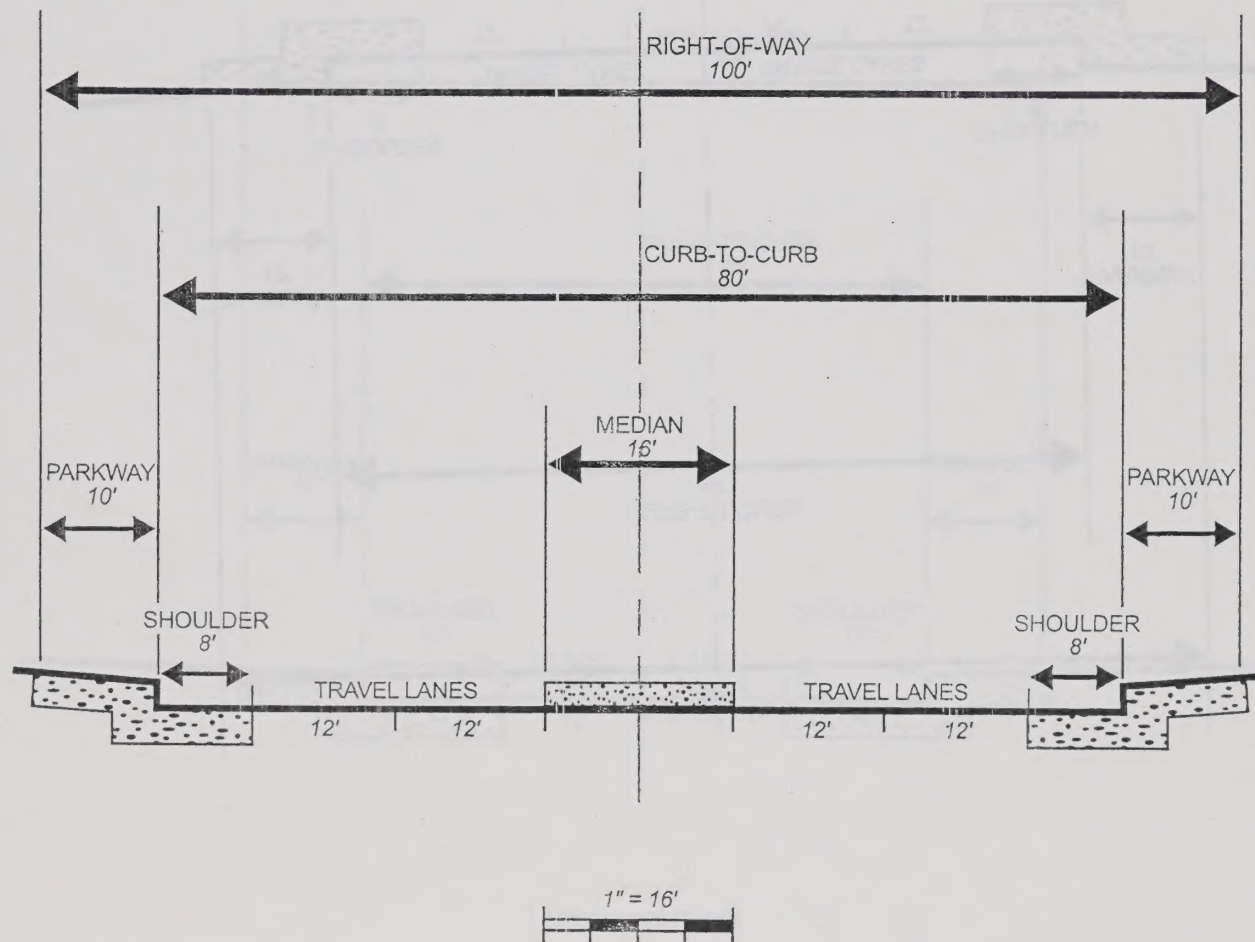
B. PERFORMANCE CRITERIA

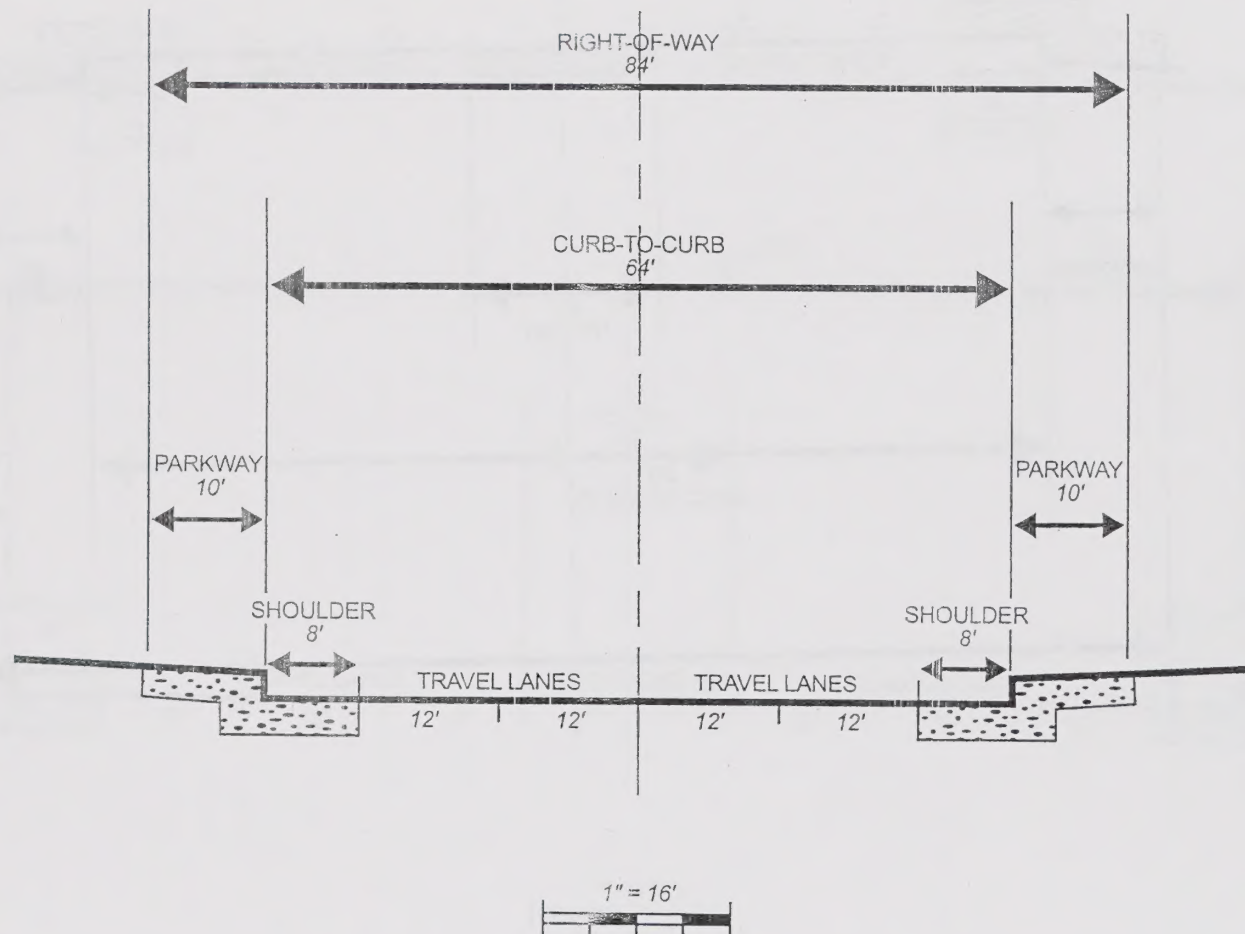
Each class of roadway serves a purpose. To evaluate whether the roadways are meeting their intended purpose requires establishing suitable performance criteria. Performance criteria provide a means to assess whether the future circulation system can adequately accommodate future traffic volumes.

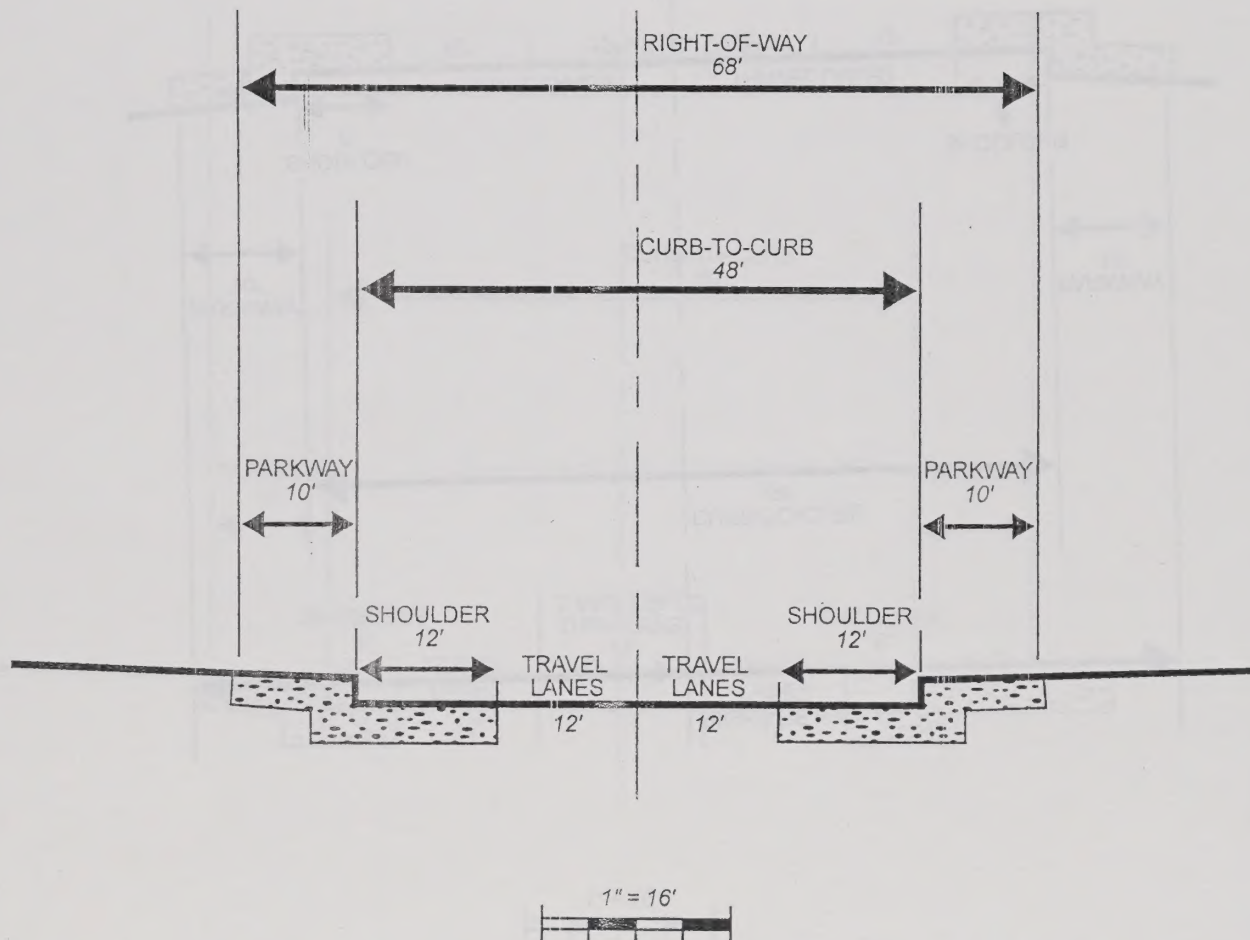
Each class of roadway has a general design capacity measured in average daily trips (ADT). ADT represents the general level of daily traffic that each roadway type can carry. Level of service (LOS) is a rating of how effectively a particular roadway is operating. Roadway segments operating at LOS A are operating in a good, free-flowing condition without congestion or delay. At the other end of the spectrum, LOS F applies to roadways where the volume of traffic exceeds the roadway capacity. Roadways operating at LOS F are congested and travel is delayed. The remaining levels of service (LOS B, C, D, and E) provide a scale to measure varying levels of congestion or delay.

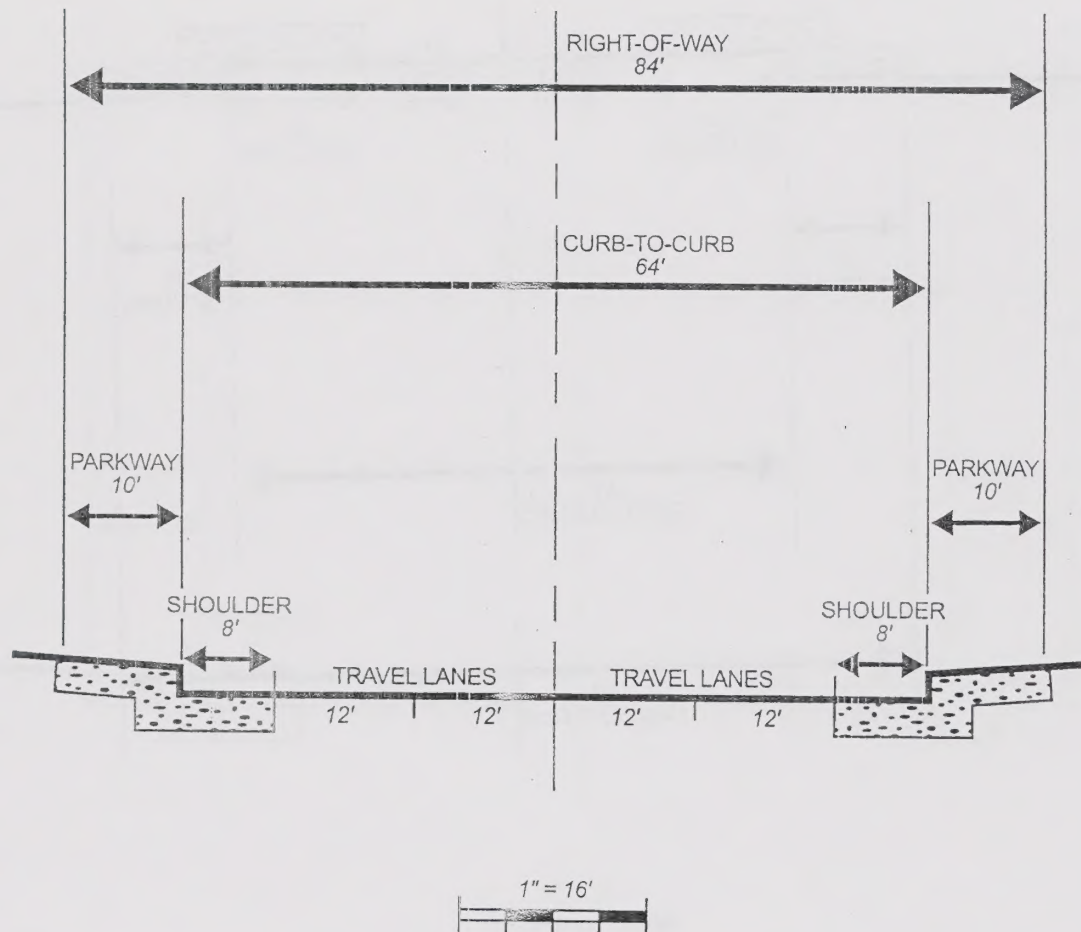
The City of Vista has established LOS D as a threshold standard. Intersections and roadway segments operating at LOS D or higher (LOS A, B, or C) are considered operating at acceptable levels of service. Intersections and roadway segments operating at LOS E or LOS F are considered deficient. The following table (Table 1) identifies the level of service and the corresponding ADT for each roadway classification.

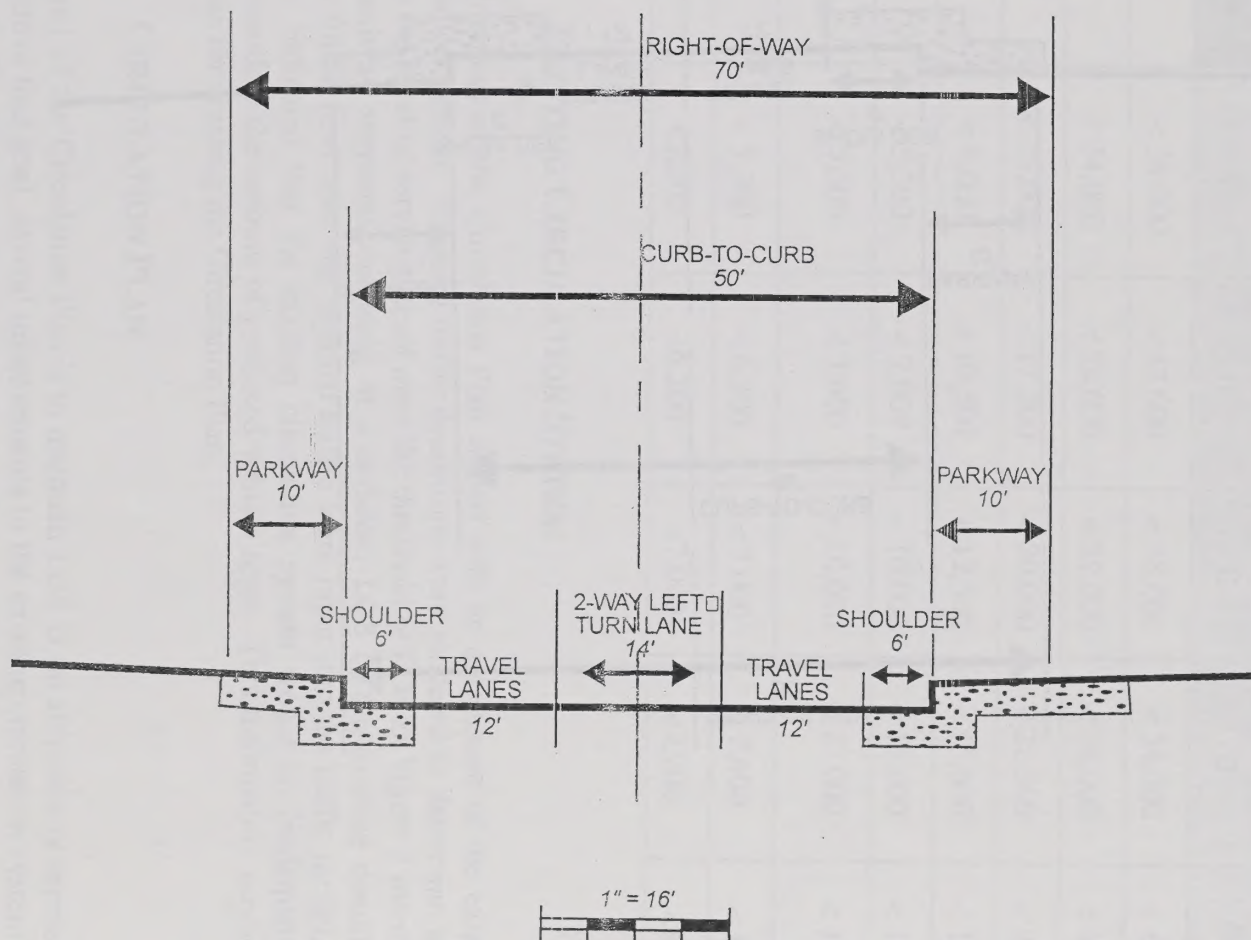












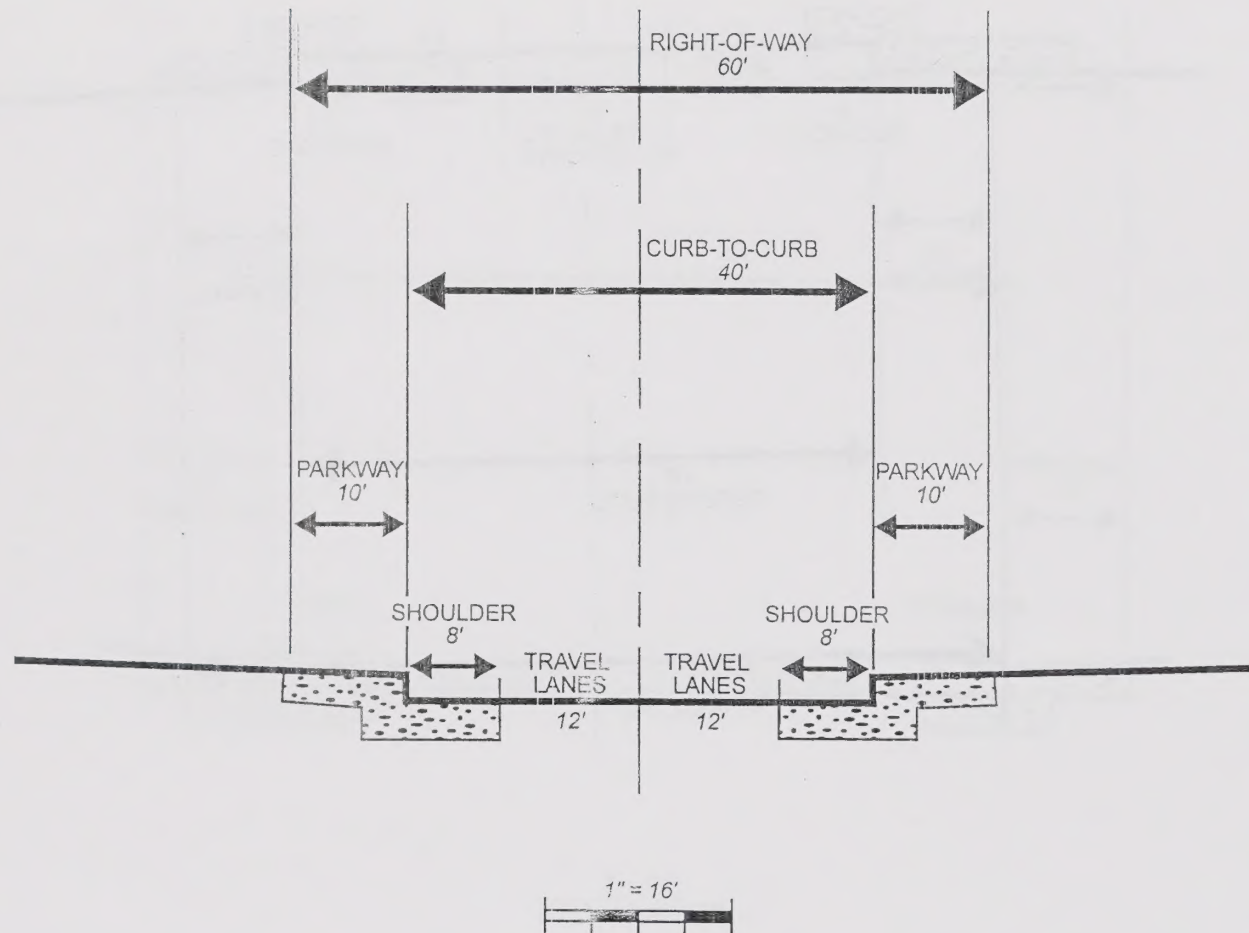


TABLE 1
Circulation Element Roadway Classifications
Capacity and Level of Service

ROADWAY CLASSIFICATION	LEVEL OF SERVICE (measured in ADT)				
	A	B	C	D	E
Prime Arterial 6-lane	< 36,000	< 42,000	< 48,000	< 54,000	< 60,000
Major Arterial 4-lane, divided	< 24,000	< 28,000	< 32,000	< 36,000	< 40,000
Secondary Arterial 4-lane, undivided	< 15,000	< 17,500	< 20,000	< 22,500	< 25,000
Minor Arterial 2-lane, undivided	< 9,000	< 10,500	< 12,500	< 15,000	< 17,000
Collector 4-lane	< 5,500	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane w/ continuous left turn lane)	< 5,500	< 7,000	< 10,000	< 13,000	< 15,000
Light Collector 2-lane	< 5,300	< 6,200	< 7,000	< 7,900	< 8,800
Hillside Street 2-lane	< 5,300	< 6,200	< 7,000	< 7,900	< 8,800

C. EXISTING CIRCULATION SYSTEM

Development of the Circulation Plan started with an assessment of the existing circulation system. Existing traffic conditions were modeled to determine areas where the level of service did not meet the threshold of LOS D. Figure 2 identifies the roadway segments operating at a deficient LOS in the existing condition. When future land uses and regional traffic were input into the traffic model, the results indicated that the existing circulation system would be inadequate to accommodate the amount of predicted vehicle trips. This information served as the base for creating the Circulation Plan.

D. CIRCULATION PLAN

The goal of the Circulation Plan is to maintain LOS D on all roadway segments. To achieve that goal, several improvements to the existing circulation system are required. Those improvements are identified in the Table 2 and incorporated into the Circulation Plan.

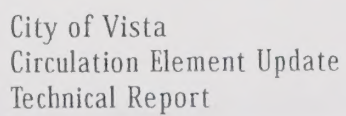


Figure 2
Existing LOS Deficiencies
(2000 Land Uses/2000 Network)

Circulation Element Roadway Improvements

Roadways	Segment	Roadway Improvement
North Melrose Drive	SR-78 to Bobier Drive	Improve 4-Lane Major Arterial to 6-Lane Prime Arterial
South Melrose Drive	SR-78 to Sunset Drive	Improve 4-Lane Major Arterial to 6-Lane Prime Arterial
Poinsettia Avenue	Grand Avenue to La Mirada Drive	Improve 2-Lane Minor Arterial to 4-Lane Collector
	La Mirada Drive to southern City boundary	Improve 2-Lane Minor Arterial to 4-Lane Secondary Arterial
Hibiscus Avenue	Sycamore Avenue to Juniper Lane	Improve 2-Lane Light Collector to 4-Lane Collector
La Mirada Drive	Sycamore Avenue to Poinsettia Avenue	Improve 2-Lane Light Collector to 4-Lane Secondary Arterial
W. Vista Way	Thunder Drive to N. Melrose Dr.	Improve 2-Lane Minor Arterial to 4-Lane Secondary Arterial
E. Vista Way	Taylor Street to Barsby Street	Improve 2-Lane Minor Arterial to 4-Lane Major
W. Vista Way	N. Melrose Drive to SR-78 WB On-Ramp	Improve 4-Lane Secondary Arterial to 4-Lane Major Arterial
E. Vista Way	Escondido Avenue to Meadow Lake Drive	Improve 4-Lane Major Arterial to 6-Lane Prime Arterial
Taylor Street	N. Santa Fe Avenue to E. Vista Way	Improve 2-Lane Light Collector to 4-Lane Collector
	E. Vista Way to eastern terminus	Improve 2-Lane Light Collector to 2-Lane Collector w/ center left-turn lane
	Eastern terminus to Warmlands Avenue	New roadway extension (2-Lane Collector w/ center left-turn lane)
Olive Avenue	Emerald Drive to N. Melrose Drive	Improve 2-Lane Light Collector to 4-Lane Collector
	N. Melrose Drive to Plymouth Drive	Improve 2-Lane Light Collector to 4-Lane Major
	Plymouth Drive to Vista Village Drive	Improve 2-Lane Light Collector to 4-Lane Collector
N. Santa Fe Avenue	Bobier Drive to N. Melrose Drive	Improve 2-Lane Minor Arterial to 4-Lane Major
Emerald Drive	Olive Avenue to W. Vista Way	Improve 2-Lane Minor Arterial to 4-Lane Major
Thibido Road	Sycamore Avenue to Chaparral Drive	Improve 2-Lane Minor Arterial to 4-Lane Secondary Arterial
	Chaparral Drive to Mar Vista Drive	Improve 2-Lane Minor Arterial to 4-Lane Collector
North Avenue	N. Melrose Drive to Lee Drive	Improve 2-Lane Minor Arterial to 4-Lane Collector
Escondido Avenue	SR-78 WB Ramps to S. Santa Fe Avenue	Improve 4-Lane Major Arterial to 6-Lane Prime Arterial
	SR-78 to S. Melrose Drive	New roadway extension (2-Lane Minor Arterial)
Sycamore Avenue	S. Melrose Drive to SR-78 EB Ramps	Improve 4-Lane Major to 6-Lane Prime Arterial
Cannon Road	SR-78 EB Ramps to S. Melrose Drive	New roadway extension (2-Lane Minor Arterial)

Implementation of the roadway projects listed in the previous table will cause the majority of the roadways in Vista to operate at LOS D or better. However, not all roadway segments will meet the goal of LOS D. Therefore, several roadway segments will operate at a deficient LOS. Those roadway segments are identified on Figure 3.

To meet the goal of LOS D for those deficient segments requires the implementation of the roadway improvements identified in Table 3. However, these improvements were rejected because they are either not feasible or not desirable, because of the need to acquire significant amounts of right-of-way or because the size of the improvements would be incompatible with the surrounding land uses and community character.

The combination of the improvements outlined in Table 2 and the rejection of the improvements outlined in Table 3 result in the Circulation Plan, which is included as Figure 4.

E. SCENIC ROADWAYS

The City of Vista prepared a Community Identity and Scenic Roadways Element of their General Plan with the goal of preserving the semi-rural legacy of historic Vista. One component of that goal includes scenic routes that link historic and cultural areas of Vista along routes with visual and aesthetic qualities.

The Community Identity and Scenic Roadways Element identifies a scenic loop that comprises the City's scenic roadways. The Element also establishes recommended programs and controls the City may use to protect the aesthetic characteristics and enhance the visual features along the route. Table 4 summarizes the roadways identified as Scenic Roadways. The Community Identity and Scenic Roadways Element of the General Plan should be referred to for details on the programs, policies, and objectives designed to implement City's scenic roadways.

In addition, Objective 11 of the Community Identity and Scenic Roadways Element established design guidance for gateways into the City.

"Objective 11 – Establish Vista gateways and gateway corridor treatments incorporating special landscape design, directional signage, streetscape, or corridor design features along State Route 78, Escondido Avenue from State Route 78 north to E. Vista Way, S. Melrose Avenue, and Vista Way.

Policy 11.1 – Gateways shall be designed to enable the safe and efficient movement of vehicles into and out of the city while also enhancing the aesthetic appearance of the gateway corridor.

Policy 11.2 – Commercial signage shall not distract the aesthetic appearance of the gateway corridor or cause confusion to motorists from sign clutter. Attractive and innovative signage design shall be encouraged.

Policy 11.3 – Gateway design shall incorporate both travel focal points to be viewed from some distance away and which enliven an anticipated destination, as well as design features to announce a point of arrival.

Policy 11.4 – Any significant natural habitat areas along gateway corridors shall be maintained.

Policy 11.5 – Implementation of gateway design policies shall be done during review of site development plans, through City capital improvement projects, through adoption of gateway corridor design policies, and by working with Caltrans and San Diego Association of Governments on landscape, signage, and urban design criteria for State Route 78.”

F. REGIONAL ROADWAYS

The San Diego Association of Governments (SANDAG) is responsible for overseeing San Diego County’s regional transportation system. SANDAG coordinates planning and develops public policy for all modes of travel in the San Diego region. The most important transportation policies are contained in the Regional Transportation Plan (RTP). The RTP policies encompass travel by autos, trucks, buses, bicycles, trolleys, trains, airplanes, and walking. The RTP identifies the facilities, services, and programs necessary to help meet the region’s increasing travel needs through the year 2020.

The 2020 RTP is based on the following five goals:

1. The transportation system should provide for safe, equitable, and convenient travel for all persons and for the efficient movement of goods.
2. The transportation system should be built and operated to minimize traffic congestion.
3. The transportation system should be managed to ensure maximum efficiency.
4. The demand for transportation should be managed to minimize peak-period travel by single-occupant vehicles and encourage the use of alternative transportation modes.
5. A balanced land use and transportation system should be developed which maximizes the opportunities for walking, bicycling, and using transit.

The RTP outlines the Regional Arterial System Plan. According to the RTP, "the Regional Arterial System constitutes that part of street and highway network which, in conjunction with the system of freeways, provides for accessibility between communities within the region." Within the City of Vista, the following roadways identified of the City's Circulation Plan are also identified on SANDAG's Regional Arterial System Plan.

- Melrose Drive: SR-76 to Rancho Santa Fe Road
- Oceanside Boulevard/Bobier Drive: Hill Street to East Vista Way
- South Santa Fe Avenue/Mission Road/Mission Avenue: Vista Village Drive to Centre City Parkway
- West Vista Way/East Vista Way: Vista Village Drive/SR-78 to SR-76

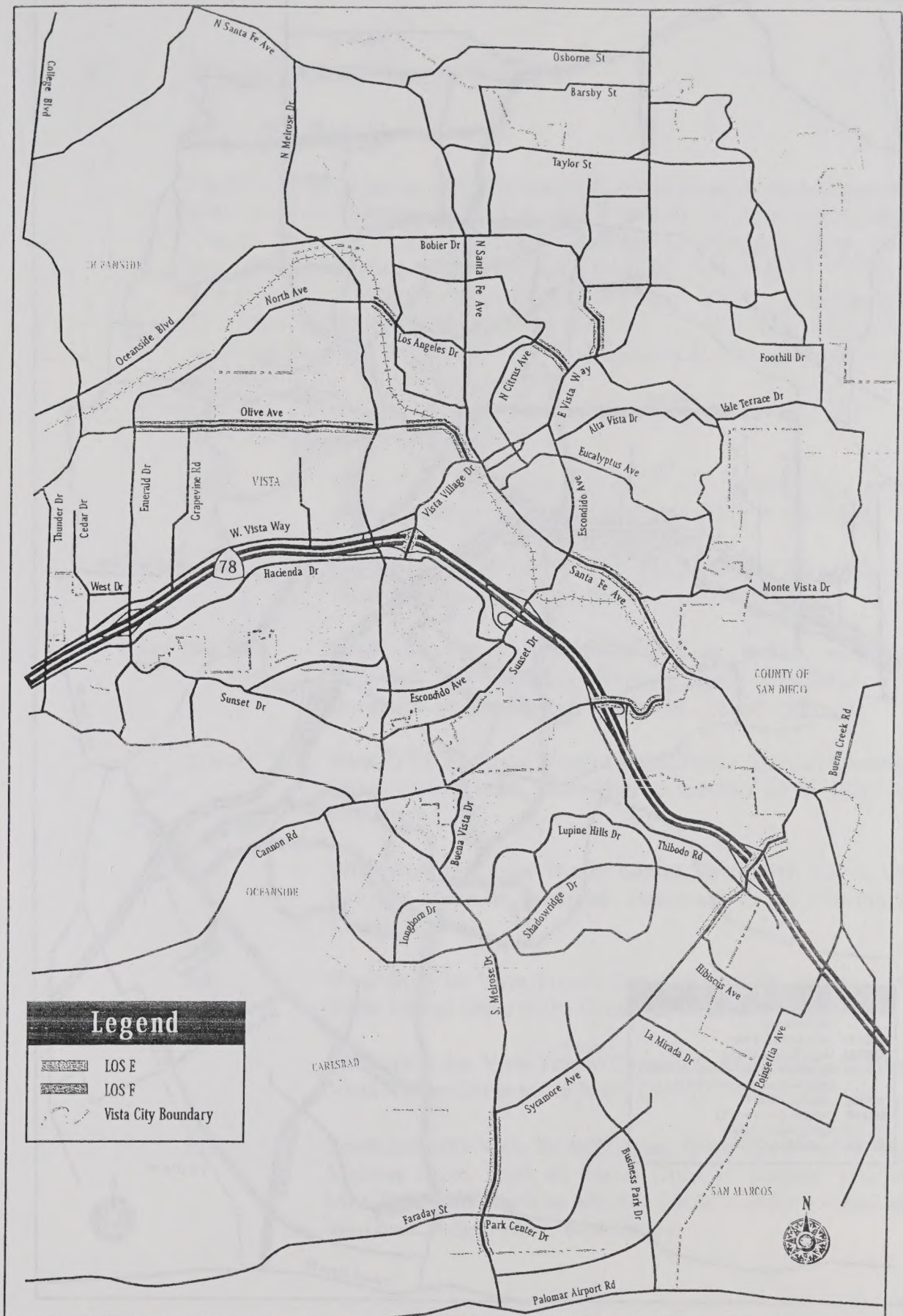
TABLE 3
Roadway Improvements Deemed Infeasible

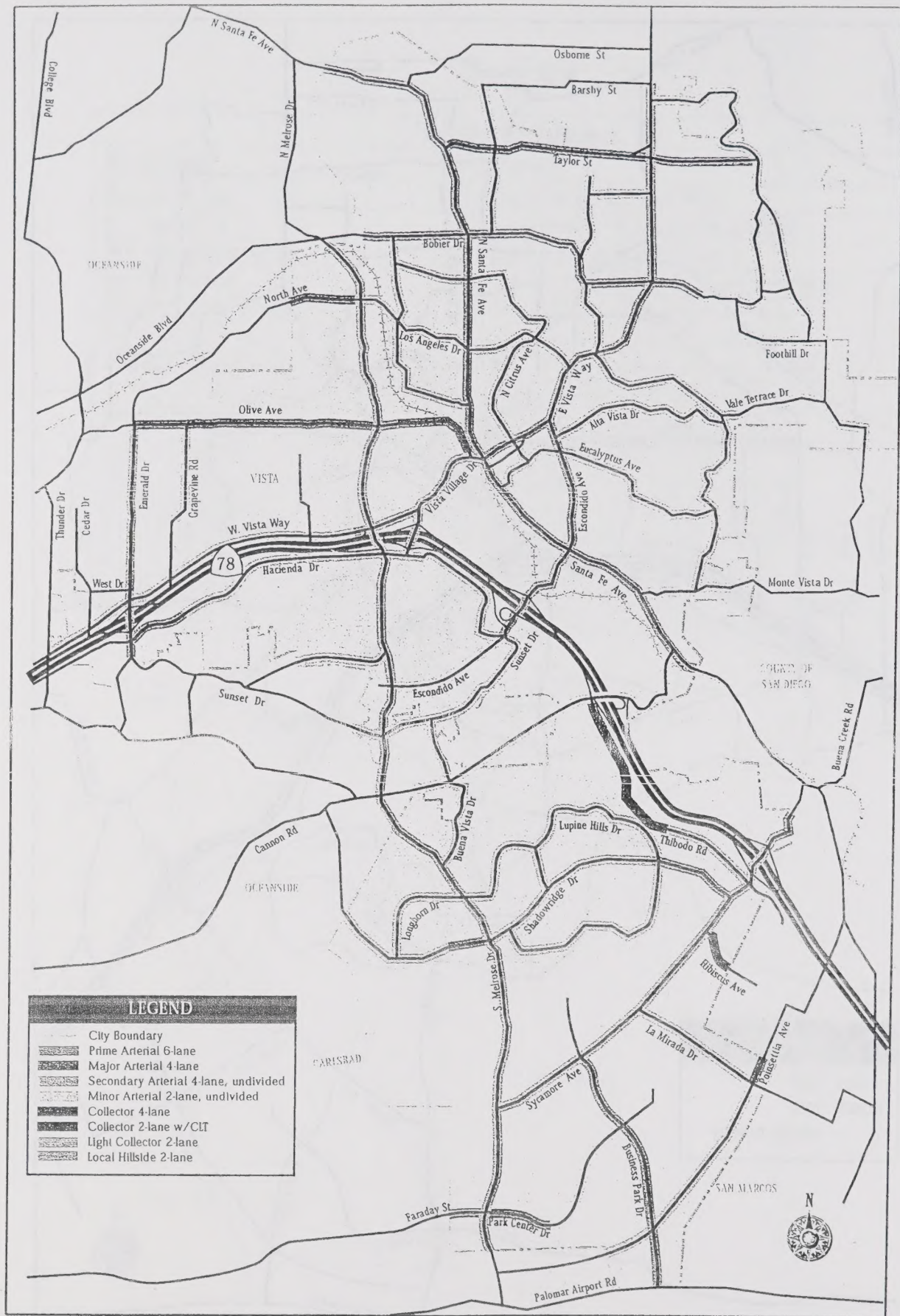
Deficient Roadways	Segment	Roadway Improvement Recommendation
North Drive	East Drive to W. California Avenue	Improve 2-Lane Light Collector to 2-Lane Collector w/ center left-turn lane
Townsite Drive	E. Vista Way to N. Citrus Avenue	Improve 2-Lane Light Collector to 2-Lane Collector w/ center left-turn lane
Anza Avenue	E. Vista Way to Bobier Drive	Improve 2-Lane Light Collector to 2-Lane Collector w/ center left-turn lane
Olive Avenue	Emerald Drive to N. Melrose Drive	Improve 4-Lane Collector to 4-Lane Secondary Arterial
	Plymouth Drive to Vista Village Drive	Improve 4-Lane Collector to 4-Lane Secondary Arterial
Plymouth Drive	Vista Village Drive to Walker Way	Improve 2-Lane Light Collector to 2-Lane Collector w/ center left-turn lane
Vista Village Drive	SR-78 WB Ramps to Hacienda Drive	Improve 4-Lane Major Arterial to 6-Lane Prime Arterial
S. Santa Fe Avenue	Escondido Avenue to southern City boundary	Improve 4-Lane Major to 6-Lane Prime Arterial
Mar Vista Drive	SR-78 WB Ramps to Avocado Drive	Improve 2-Lane Major Arterial to 4-Lane Secondary Arterial
S. Melrose Drive	Sycamore Avenue to southern City boundary	Improve 6-Lane Prime Arterial to 8-Lane Expressway
Sycamore Avenue	Hibiscus Avenue to eastern City boundary	Improve 6-Lane Prime Arterial to 8-Lane Expressway

Source: URS/BRW; September 2001

TABLE 4

Scenic Roadways	
Roadway	Segment
Taylor Street	N. Santa Fe to E. Vista Way
E. Vista Way	Taylor Street to Warmlands Avenue
Warmlands Avenue	E. Vista Way to Foothill Drive
Foothill Drive	Warmlands Avenue to Buena Creek Rd.
Buena Creek Road	Foothill Drive to Sycamore Avenue
Sycamore Avenue	S. Santa Fe to Shadowridge Drive
Shadowridge Drive	Sycamore Avenue to S. Melrose Drive
S. Melrose Drive	Shadowridge Drive to Sunset Drive
Sunset Drive	S. Melrose Drive to Emerald Drive
Emerald Drive	Sunset Drive to Olive Avenue
Olive Avenue	Emerald Drive to N. Melrose Drive
N. Melrose Drive	Olive Avenue to N. Santa Fe Avenue
Alta Vista Drive	Escondido Avenue to Vale Terrace Drive
Vale Terrace Drive	Alta Vista Drive to Foothill Drive
Foothill Drive	Warmlands Avenue to E. Vista Way
E. Vista Way	Foothill Drive to Vista Village Drive





F. PUBLIC TRANSPORTATION PLAN

1. Bus Plan

The City of Vista has an extensive network of public transit routes operated from the Vista Transit Center. From the Transit Center, the North County Transit District (NCTD) provides bus service throughout Vista and connections extending to the cities of Oceanside and Escondido. NCTD is in the process of updating their existing bus routes, which is anticipated to be complete in February 2002. The following is a summary of the existing routes leaving the Vista Transit Center. These routes are also identified on Figure 5.

<u>Route Number</u>	<u>Service Area</u>
302	West from the Vista Transit Center, Route 302 travels primarily along Vista Way to the Oceanside Transit Center. East from the Vista Transit Center, Route 302 travels via Mission Road to the Escondido Transit Center.
306	North from the Vista Transit Center, Route 306 extends to Fallbrook and connects through Camp Pendleton and Oceanside on its way back to the Vista Transit Center.
311	West from the Vista Transit Center, Route 311 travels along Olive Avenue then Vista Way to connect to the City of Oceanside.
318	West from the Vista Transit Center, Route 318 travels via Melrose Drive to Oceanside Boulevard to the Oceanside Transit Center.
320	West from the Vista Transit Center, Route 320 travels from Vista Village Drive to the Oceanside Transit Center. South from the Vista Transit Center, Route 320 travels from Vista Village Drive to the North County Transit Center.
331	South from the Vista Transit Center, Route 331 travels along Melrose Drive, north on Sunset Drive to Arcadia, west to Moa Drive, and south on Melrose Drive to make a complete loop back to the Vista Transit Center.

332 South from the Vista Transit Center, Route 332 travels on Melrose Drive, makes a loop through the South Vista Industrial Park to the Kaiser Permanente Facility on Watson, and returns back to the Vista Transit Center.

336 North from the Vista Transit Center, Route 336 travels along W. Vista Way to Arcadia and south on Santa Fe Avenue and returns to the Vista Transit Center.

FAST Fast And Simple Transportation (FAST) is a door-to-door bus service that serves the public in rural areas of Vista, Ramona and Fallbrook. Special 16-passenger vans are available on request to carry passengers within certain areas of these communities.

2. Rail Plan

The North County Transit District (NCTD) recently purchased a segment of rail right-of-way in the City of Vista. NCTD intends to implement east-west commuter rail service between the cities of Oceanside and Escondido. Nine stations are planned, two of which are within Vista. Stations will be located at the Vista Transit Center and at Escondido Avenue. A trip on the route will take approximately one hour from end to end and 68-72 trains will operate per day. Construction of the rail system is scheduled to begin in 2003 and service is scheduled to begin in 2005.

The North County Transit District currently operates the Coaster commuter rail system between Oceanside and San Diego. The Coaster has eleven trains departing Oceanside for San Diego, Monday through Friday. Coaster service is limited on Saturdays and no service is provided on Sundays.

Metrolink commuter rail service, operated by the Southern California Regional Rail Authority, departs from Oceanside for service to Orange County and Los Angeles. Five trains depart Oceanside for Los Angeles, Monday through Friday. Metrolink service is not provided on the weekends.

Amtrak also provides rail service between San Diego and Los Angeles, with a stop in Oceanside. Amtrak provides eleven daily roundtrips between San Diego and Los Angeles.

3. Park and Ride Plan

The San Diego Association of Governments (SANDAG) sponsors Ridelink. Ridelink is a separate agency that operates a series of park and ride lots designed to encourage ridesharing and public transit. One park and ride lot

is located in the City of Vista. Lot 21 is located on the southwest corner of Route 78 and Escondido Avenue. Another park and ride lot is proposed at the northeast corner of SR-78 and Emerald Drive. Figure 6 identifies the existing and planned park and ride facilities.

G. BIKEWAY AND PEDESTRIAN CIRCULATION

The City of Vista recognizes that a safe and effective bikeway and pedestrian network enhances the quality of life for residents and visitors to the City. As such, the City of Vista encourages bicycle and pedestrian travel as forms of recreation and alternative forms of transportation.

a. Bikeway Plan

The City's Bikeway Plan responds to the fact that different types of cyclists have different riding habits and needs. One category of cyclists includes families, children, and other recreational riders who ride at a slow pace. These riders generally prefer to ride on off-street trails and sidewalks. Another category of riders is the fitness and recreational rider. These cyclists generally travel at high speeds for long distances. Primarily, these riders ride on the major arterial roadways and on off-street trails if the trails are large regional trails. The last category of cyclists includes the commuter cyclist. These riders also travel at high speeds and prefer to take the most direct route. Generally, these riders prefer to ride on major arterial roadways. However, commuter cyclists will also ride on off-street trails if the trails provide a more direct route to their destination. In order to accommodate all of the City's cyclists, the City's goal is to provide a network of both on-street and off-street bikeways.

Bikeways can be classified into the following three types, which are graphically represented below:

- Class I Bikeway:** Typically called a bike path, this provides for bicycle travel on a paved right-of-way completely separated from any street or highway.
- Class II Bikeway:** Often referred to as bike lanes, Class II Bikeways provide a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.
- Class III Bikeway:** Generally referred to as a bike route, Class III Bikeways provide for shared use with pedestrian or motor vehicle traffic and is identified only by signing. A Class III Bikeway is recommended only

when there is enough right-of-way for bicyclists and motorists to safely pass.

The City currently has 23.75 miles of existing Class II bikeways as detailed in the following table.

TABLE 5

EXISTING BIKEWAYS				
CLASS	STREET/PATH	FROM	TO	LENGTH
II	W. Vista Way	city limit	WB SR-78 ramp	2.00
II	Vista Village Drive	SR-78	Santa Fe Avenue	0.50
II	E. Vista Way	Arcadia Avenue	Santa Fe Avenue	2.25
II	Bobier Drive	city limit	E. Vista Way	2.00
II	Olive Avenue	Grapevine Road	Bonita Drive	0.50
II	N. Santa Fe Avenue	Bobier Drive	Vista Village Dr.	1.50
II	S. Santa Fe Avenue	Escondido Avenue	city limit	1.25
II	Melrose Drive	Oceanside city limit	Carlsbad city limit	2.50
II	Sycamore Avenue	S. Melrose Drive	n/o Business Park Drive	0.75
II	Sycamore Avenue	n/o Business Park Drive	n/o Green Oak Road	1.00
II	Sycamore Avenue	n/o Watson Way	city limit	0.75
II	Shadowridge Drive	S. Melrose Drive	Sycamore Avenue	1.50
II	Longhorn Drive	Shadowridge Drive	S. Melrose Drive	0.50
II	Live Oak Road	S. Melrose Drive	Shadowridge Drive	0.75
II	Lupine Hills Drive	Live Oak Road	Shadowridge Drive	2.75
			Total	20.50

Proposed bikeway projects are selected and ranked by priority using several criteria, including:

- Regional connectivity
- Closing gaps in the bikeway network
- Connections with major destinations, such as National University, employment centers, major shopping centers, and transit centers
- Completion of the bikeway network
- Availability of street width or right-of-way
- Existing plans the City has to improve and/or widen streets

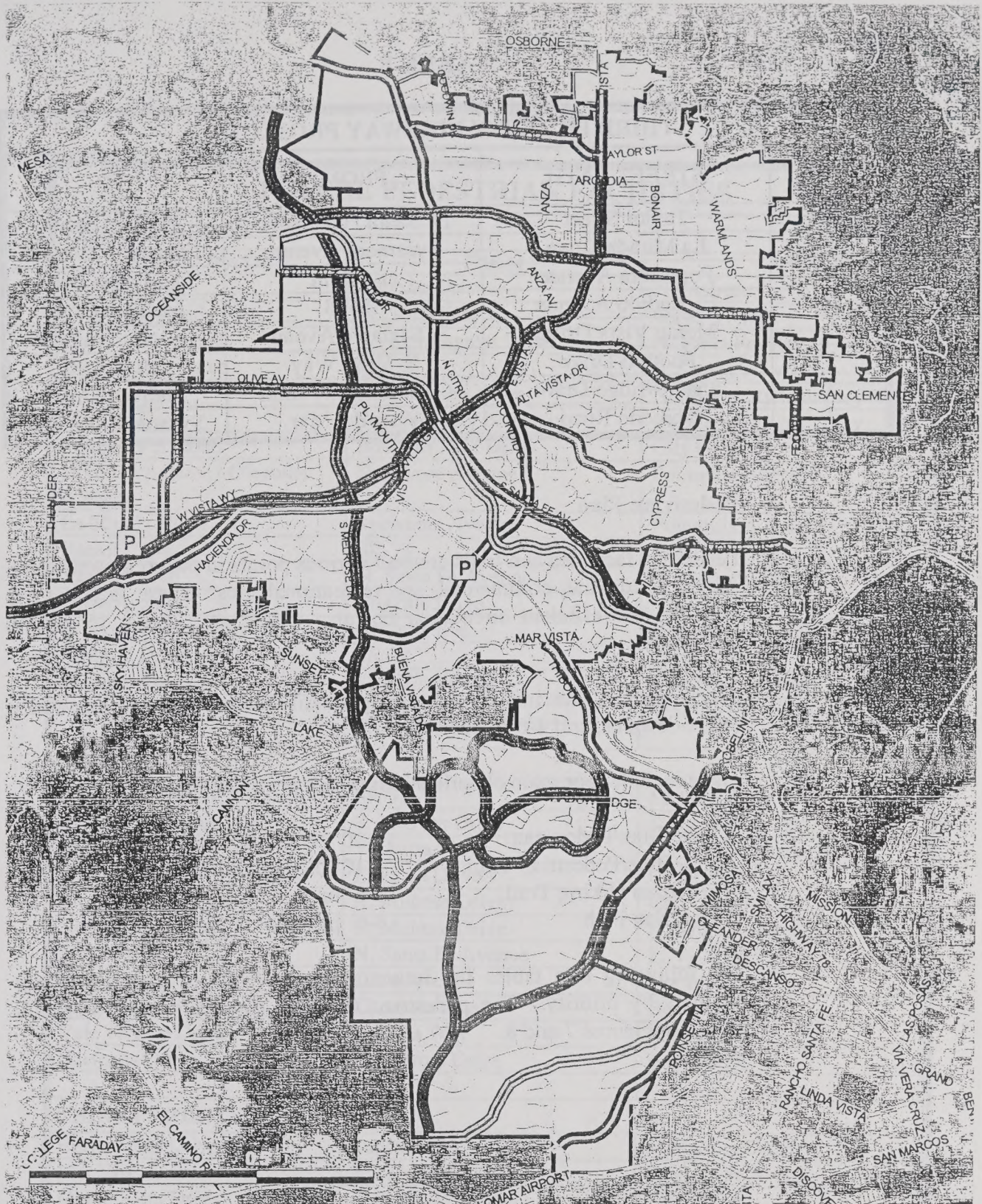
The following tables identify the proposed bikeway improvement projects by priority. These improvement projects constitute the Bikeway Plan, which is included as Figure 6.

TABLE 6

FIRST PRIORITY BIKEWAY PROJECTS						
PROP. CLASS	STREET/PATH	FROM	TO	MILEAGE	COST	DESTINATIONS
1	Oceanside-Escondido Rail Trail	Oceanside city limit	Eastern Vista city limit	5.00	\$2,500,000	Vista Village Transit Center, Downtown
2	Olive Avenue	Emerald Drive	Grapevine Road	0.50	\$ 25,000	Regional connector
2	Olive Avenue	Bonita Drive	Melrose Drive	0.50	\$ 25,000	Washington Middle School, Elementary School
2	W. Vista Way	WB SR-78 Ramp	Vista Village Drive	0.50	\$ 25,000	Bikeway continuity
2	Melrose Drive southbound only	s/o Hacienda Court	n/o Las Palmas Drive	0.25	\$ 12,500	Bikeway continuity
2	Sycamore Avenue southbound only	n/o Business Park Drive	n/o Green Oak Road	1.00	\$ 50,000	Bikeway continuity
3	Grapevine Road	W. Vista Way	Olive Avenue	1.0	\$ 10,000	Residential neighborhoods
3	E. Vista Way	Taylor Street	city limit	0.75	\$ 7,500	Regional connector
3	Santa Fe Avenue	Broadway	Escondido Avenue	0.75	\$ 7,500	Bikeway continuity
3	Olive Avenue	Melrose Drive	Vista Village Drive	0.50	\$ 5,000	Vista Transit Center

TABLE 7

SECOND PRIORITY BIKEWAY PROJECTS			
PROP. CLASS	STREET/PATH	FROM	TO
1	La Mirada Canyon	Carlsbad city limit	Poinsettia Avenue
2	N. Santa Fe Avenue	Oceanside city limit	Bobier Drive
2	Escondido Avenue	E. Vista Way	SR-78
2	Sycamore Avenue	n/o Green Oak Road	n/o Watson Way
2	Vale Terrace Drive	E. Vista Way	Foothill Drive
2	Emerald Drive	W. Vista Way	Olive Avenue
3	Eucalyptus Avenue	Escondido Avenue	Beaumont Drive
3	Hacienda Drive	Oceanside city limit	Vista Village Drive
3	North Avenue/Los Angeles Drive/Townsite Drive	Oceanside city limit	E. Vista Way



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LEGEND

BICYCLE ROUTES

-  EXISTING CLASS 2
-  PROPOSED CLASS 1
-  PROPOSED CLASS 2
-  PROPOSED CLASS 3

CITY OF VISTA STREETS

-  CITY OF VISTA MUNICIPAL BOUNDARY
-  EXISTING PARK & RIDE FACILITY
-  PROPOSED PARK & RIDE FACILITY

PROJECT:
VISTA GENERAL PLAN
CIRCULATION ELEMENT

TITLE:

FIGURE

6

BICYCLE FACILITIES MAP CITY OF VISTA, CALIFORNIA

DRAWN BY:
J. RINKS

REVIEWED BY:
J. CONLEY

FILE:
I/SE/VISTAGPA/PR

DATE:
NOVEMBER 29, 2001

TABLE 8

THIRD PRIORITY BIKEWAY PROJECTS			
PROP. CLASS	STREET/PATH	FROM	TO
2	Taylor Street	N. Santa Fe Avenue	E. Vista Way
2	La Mirada Drive	Sycamore Avenue	Poinsettia Avenue
2	Poinsettia Avenue	city limit	La Mirada Drive
2	Escondido Avenue	SR-78	Melrose Drive
2	Monte Vista Drive	S. Santa Fe Avenue	city limit
2	Foothill Drive	E. Vista Way	city limit
3	Shadowridge Drive	Oceanside city limit	Melrose Drive
3	Thibodo Road	Vista del Mar	Sycamore Avenue

b. Pedestrian Plan

Pedestrian facilities and trails connect various points in the community with nearby residential, commercial, and recreational uses. These facilities not only provide efficient circulation but also ensure safe access to desired destinations.

Pedestrian facilities include three main classifications: 8-10 ft. sidewalks, 5-ft. sidewalks, and 4-6 ft. pedestrian paths.

Trails include four main classifications which are listed below:

- Urban Bike/Pedestrian: 8-10' paved trail with 2' shoulders
- Rural Bike/Pedestrian Trail: 8-10' d.g. trail with 2' shoulders
- Pedestrian Hiking Trail: 5-8' unpaved trail
- Pedestrian Path: 4-6' paved or unpaved path

The following two tables list future sidewalk facilities and future trail facilities by priority. The pedestrian facilities and trails are graphically shown in Figures 7 and 8.

TABLE 9

FUTURE PEDESTRIAN FACILITIES		
FIRST PRIORITY:		
STREET/PATH	FROM	TO
W. Vista Way	Thunder Drive	N. Melrose Drive
Grapevine Road	W. Vista Way	Olive Avenue
California Avenue	W. Los Angeles Drive	N. Santa Fe Avenue
Escondido Avenue	SR-78	S. Santa Fe Avenue
E. Vista Way	Vale Terrace Drive	Northern City boundary
Melrose Drive	Southern City boundary	Northern City boundary
Poinsettia Avenue	Business Park Drive	City boundary
Hibiscus Avenue / Oleander Avenue	Sycamore Avenue	Poinsettia Avenue
La Mirada Drive	Sycamore Avenue	Poinsettia Avenue
Sunset Drive	SR-78	S. Melrose Drive
Taylor Street	N. Santa Fe Avenue	Warmlands Avenue
Olive Avenue	Emerald Drive	Vista Village Drive
N. Santa Fe Avenue	Bobier Drive	Northern City boundary
Emerald Drive	SR-78	Olive Avenue
Thibodo Road	Mar Vista Drive	Sycamore Avenue
North Avenue	N. Melrose Drive	Western City boundary
SECOND PRIORITY:		
Escondido Avenue	SR-78	Melrose Drive
Sycamore Avenue	S. Melrose Drive	S. Santa Fe Avenue
Cedar Road	W. Vista Way	north City boundary
West Drive	Emerald Drive	Cedar Road
W. Los Angeles Drive	N. Melrose Drive	California Avenue
North Drive	N. Melrose Drive	N. Santa Fe Avenue
Townsite Drive	N. Santa Fe Avenue	E. Vista Way
Maryland Drive	Olive Avenue	North Avenue
Eucalyptus Avenue	Citrus Avenue	Beaumont Drive
Vale Terrace Drive	E. Vista Way	Foothill Drive
Hacienda Drive	S. Melrose Drive	Emerald Drive
THIRD PRIORITY:		
Buena Vista Drive	Sunset Drive	S. Melrose Drive
Mar Vista Drive	Buena Vista Drive	S. Santa Fe Avenue
Monte Vista Drive	S. Santa Fe Avenue	Foothill Dr.
Foothill Drive	Monte Vista Drive	E. Vista Way
San Clemente Avenue	Foothill Drive	eastern terminus
Faraday Rd. / Park Center Dr.	Western City boundary	Business Park Drive
Business Park Drive	Sycamore Avenue	Palomar Airport Road

FIRST PRIORITY FUTURE TRAIL PROJECTS	
1. Buena Vista Creek	from Brengle Terrace Park to Vista Village
2. Oceanside/Escondido Rail Trail	NCTD Right-of-way
3. Buena Vista Park Trails	
4. La Mirada Canyon and SDG&E Easement	
SECOND PRIORITY FUTURE TRAIL PROJECTS	
5. Bud Williamson Park Loop	
6. Upper Agua Hedionda	from Shadowridge Plaza to Green Oak Ranch
7. Upper Agua Hedionda	from Green Oak Ranch to Buena Vista Park
8. Carlsbad Linkage	
9. Guajome Regional Park to Rail Trail	
THIRD PRIORITY FUTURE TRAIL PROJECTS	
10. Buena Vista Creek	from Vista Village to Western City Limits
11. Mar Vista Drive to Cannon Road	
12. Thibodo Road to Watson Way	
13. Monte Vista Drainage Basin	

* Numbers correspond to the location of each trail segment on the exhibit.



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LEGEND

- EXISTING 5-FOOT SIDEWALK
- EXISTING 8-FOOT TO 10-FOOT SIDEWALK
- PROPOSED 5-FOOT SIDEWALK
- PROPOSED 8-FOOT TO 10-FOOT SIDEWALK
- PROPOSED PEDESTRIAN PATH

- CITY OF VISTA MUNICIPAL BOUNDARY
- STREETS
- MAJOR ROADS

PROJECT:
VISTA GENERAL PLAN
CIRCULATION ELEMENT
TITLE:

FIGURE
7

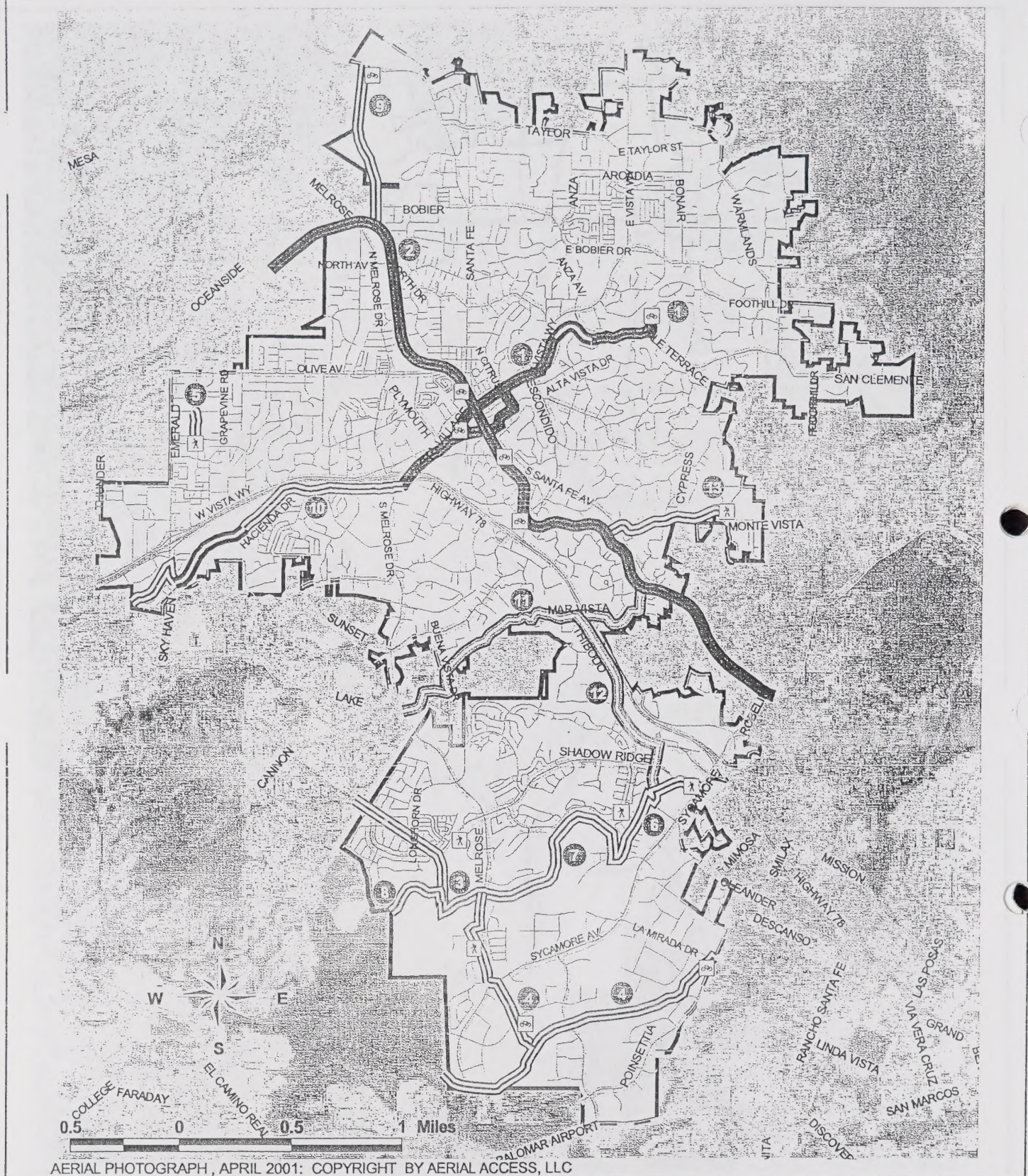
PEDESTRIAN FACILITIES MAP CITY OF VISTA, CALIFORNIA

DRAWN BY:
J. RINKS

REVIEWED BY:
J. CONLEY

FILE:
ISEVISTAGPA.APR

DATE:
NOVEMBER 29, 2001



LEGEND

- | | | | |
|--|--------------------------------------|--|-------------------------|
| | Proposed Urban Bike/Pedestrian Trail | | Bicycle Trail Head |
| | Existing Trail | | Pedestrian Trail Head |
| | Proposed Pedestrian Path | | Trail Head Staging Area |
| | Proposed Pedestrian Hiking Trail | | Priority Number |
| | Proposed Rural Bike/Pedestrian Trail | | |
| | Roads | | |
| | City of Vista Municipal Boundary | | |

PROJECT:
VISTA GENERAL PLAN
CIRCULATION ELEMENT
TITLE:

FIGURE
8

TRAILS MAP CITY OF VISTA, CALIFORNIA

DRAWN BY:
J. RINKS

REVIEWED BY:
J. CONLEY

FILE:
JISEVISTAGPA.APR

DATE:
NOVEMBER 29, 2001

H. AIR

Air travel is available from Palomar Airport in Carlsbad and Lindbergh Field in San Diego. Palomar Airport primarily serves general aviation and charter operations. Limited commercial flights are available from Palomar Airport. The primary commercial airport serving the San Diego region is Lindbergh Field, a full-service international airport. Lindbergh Field is located approximately 40 miles south of Vista.

I. HARBOR-PORT

The closest harbor facilities are located in Oceanside. Oceanside Harbor provides a variety of recreation opportunities including private dock facilities and charter boat operations. Commercial port facilities are located in San Diego.

III. GOALS, POLICIES AND ACTIONS

The Circulation Element is based on a set of circulation-related goals designed to support the City's General Plan objectives. The goals acknowledge the changing economic, social, and environmental conditions in the City and surrounding regions, and the anticipated needs of the community. The circulation goals and policies are discussed in the following sections:

- Local Transportation Routes
- Regional Transportation
- Truck Circulation
- Public Transportation
- Bicycle and Pedestrian Facilities
- Parking

A. LOCAL TRANSPORTATION ROUTES

Goal 1: **Provide a system of roadways that meets the needs of the community.**

- Policy 1.1** Establish and maintain a roadway circulation system that is in balance with the Land Use Element of the General Plan.
- Policy 1.2** Maintain no worse than a Level of Service "D" at all intersections and roadway segments during peak hour.
- Policy 1.3** Implement the transportation improvements identified in this Circulation Element according to priority.
- Policy 1.4** Make all feasible transportation improvements in order to meet the threshold level of service identified in Policy 1.2 unless the City determines that the unacceptable level of service is a direct result of regional traffic or that the improvements necessary to achieve the threshold level of service: 1) exceed the available funding sources; 2) are not compatible with the surrounding land uses; or 3) the design

of the improvements is contrary to other established City policies.

- Policy 1.5** Develop circulation system standards for roadway classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes.
- Policy 1.6** Coordinate improvements to the City circulation system with applicable county, regional, state, and federal transportation plans and programs.
- Policy 1.7** Require necessary conditions of approval on development projects to achieve LOS standards prescribed in this Element.
- Policy 1.8** All new development projects shall be required to participate in the City's transportation fee programs. These fee programs shall be designed to ensure that all development projects fund their fair share of the necessary long-term transportation improvements identified in this Element.
- Policy 1.9** All new development projects shall be required to either fund or install their fair share of all required feasible transportation improvements necessary to achieve the target level of service identified in this Element as mitigation for the direct impacts on the circulation network from their project.
- Policy 1.10** Periodically review and evaluate the City's existing traffic mitigation fee programs and adjust the fees if necessary to fund the improvements identified in this Element.
- Policy 1.11** Review the design of new residential neighborhoods to ensure that "cut through" routes are minimized.
- Policy 1.12** Hillside streets and local streets in hillside areas should be flexible in design to meet the topographic limitations of the area. Pedestrian facilities, which may be different from conventional sidewalks, should be provided where feasible. Shared parking areas should be considered where topography permits, rather than requiring extra street width for parking lanes.

Goal 2: Improve the safety and efficiency of existing transportation facilities

- Policy 2.1** Maintain a pavement management system and maintenance program for all public roadways throughout the City.
- Policy 2.2** Develop a traffic signal management system and maintenance program for all traffic signals throughout the City.
- Policy 2.3** Synchronize traffic signals on all major roads throughout the City of Vista and adjacent communities.
- Policy 2.4** Schedule major roadway maintenance, construction and repair activities that require eliminating or restricting one or more travel lanes to nighttime hours, or if nighttime hours are not feasible, then non-peak period times.
- Policy 2.5** Prohibit parking on all Primary, Major, Secondary and collector roadways, except in areas subject to special design criteria.
- Policy 2.6** Establish speed restrictions throughout the City that relate to the design and operating characteristics of the roadway and its classification.
- Policy 2.7** Limit driveway access on arterial streets to maintain desired capacity of the arterial.

B. REGIONAL TRANSPORTATION

Goal 3: Support a regional transportation system that serves existing and future travel between Vista and other population and employment centers in North San Diego County and the larger region.

- Policy 3.1** Support the periodic update of the Regional Transportation Plan by SANDAG and the San Diego County Circulation Element.
- Policy 3.2** Actively promote the use of Transnet funds for projects that benefit the City of Vista.

- Policy 3.3** Maintain a proactive and assertive role with SANDAG, Caltrans, and San Diego County on regional transportation issues that affect the City.
- Policy 3.4** Plan and coordinate circulation improvements in the City's Sphere of Influence area.
- Policy 3.5** Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Vista and that traffic impacts from Vista projects do not adversely impact neighboring cities.
- Policy 3.6** Coordinate with Caltrans on all plans, activities, and projects that might affect State facilities.
- Policy 3.7** Periodically update the City's traffic model with land use data, traffic data, and information regarding improvements to the circulation network from neighboring communities.

C. TRUCK CIRCULATION

Goal 4: Create a truck circulation system that provides effective transport of commodities while minimizing negative impacts throughout the City.

- Policy 4.1** Designate primary truck routes on selected arterial streets to discourage the flow of truck traffic through residential areas.
- Policy 4.2** Provide appropriately designed and maintained roadways for the primary truck routes.
- Policy 4.3** Provide loading areas and access routes designed to avoid conflicts with non-commercial traffic.
- Policy 4.4** Identify specific truck routes for the safe and expeditious transport of hazardous materials, consistent with the City's emergency operations plan.

D. PUBLIC TRANSPORTATION

Goal 5: Encourage alternative forms of transportation to private automobiles that meet the needs of all City residents.

- Policy 5.1** Coordinate with the North County Transit District to continue to provide local bus service to and from Vista.
- Policy 5.2** Encourage NCTD to properly mitigate the noise and traffic circulation impacts associated with the planned commuter rail line.
- Policy 5.3** Require construction of bus turnouts with shelters adjacent to new development where transit demand warrants such improvements.
- Policy 5.4** Coordinate with SANDAG to maintain the current Park and Ride facility and add additional facilities if the demand warrants.
- Policy 5.5** Encourage employers to reduce vehicular trips by offering employee incentives.
- Policy 5.6** Coordinate with NCTD to maintain and upgrade transit stops to provide safe, attractive, and clearly identifiable stops throughout the community.
- Policy 5.7** Ensure all roadway improvements are consistent with existing and planned NCTD facilities.

E. BICYCLE AND PEDESTRIAN FACILITIES

Goal 6: Develop an efficient bicycle and pedestrian circulation system that encourages use of these facilities for recreation and to provide an alternative form of transportation.

- Policy 6.1** Implement the bicycle plan improvements and pedestrian plan improvements identified in this Circulation Element according to the identified priority.
- Policy 6.2** Require proposed developments, whenever feasible, to provide additional right-of-way for Class II bikeways in the project vicinity on all arterial roadways where deemed appropriate.

- Policy 6.3** Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways or hiking trails in the project vicinity where deemed appropriate.
- Policy 6.4** Require proposed developments to install sidewalks and wheelchair ramps that comply with ADA standards adjacent to all roadways within each development.
- Policy 6.5** Construct sidewalks, and retrofit traffic signal light standards to include pedestrian crossing buttons, when feasible, on all primary, major, and secondary arterials.
- Policy 6.6** Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks, and to design developments to provide pedestrian access to the development via sidewalks and to avoid requiring that pedestrians use driveways to access development.
- Policy 6.7** Design and retrofit bicycle facilities in accordance with the design standards identified in the City's Bikeway Plan.
- Policy 6.8** Retrofit light standards to include bicycle crossing buttons and, where feasible, use bicycle sensitive traffic signal loop activation systems.
- Policy 6.9** Traffic signal phasing shall be adequate for bicycle turning and straight-through movements.
- Policy 6.10** Motorcycles and other motorized vehicles shall be prohibited from using the bicycle and hiking trail system.
- Policy 6.11** Establish and/or retain a street maintenance schedule for regular sweeping of streets, including bike lanes and multi-use paths.
- Policy 6.12** Require developers and public agencies to install bicycle friendly bicycle racks where appropriate.

F. PARKING

Goal 7: Provide an adequate supply of well designed and convenient parking facilities.

Policy 7.1 Provide sufficient on and off-street parking.

Policy 7.2 Periodically update City code requirements based on the latest parking demand data sources.

Policy 7.3 Encourage the School District and County facilities to improve parking and loading facilities to minimize the impact on the circulation system.

Policy 7.4 Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.

Policy 7.5 Encourage the shared use of parking where appropriate.

IV. IMPLEMENTATION PROGRAMS

The Circulation Element identifies many goals and policies designed to guide the future of the City's circulation system. Many of these goals and policies require future actions by the City. This section of the Circulation Element identifies a list of those actions designed to implement the City's Circulation Element goals and policies.

1. Develop a Capital Improvement Program that prioritizes the transportation improvements identified in the Circulation Element and identifies projected implementation dates and funding sources.
2. Conduct a review of the City's existing traffic mitigation fee program and adjust the fees if necessary to fund the improvements identified in this Element.
3. Use the City traffic forecasting model to determine immediate and cumulative impacts of proposed developments on the City's transportation system. Monitor and update the traffic model database annually.
4. Prepare and maintain a pavement management system and maintenance program for all public roadways in the City.
5. Prepare and maintain a traffic signal management system and maintenance program for all traffic signals throughout the City.
6. Develop a plan to synchronize the traffic signals on all major roadways within Vista.
7. Prepare and maintain a circulation facility design manual containing guidelines for driveway placement, intersection site distance, stop sign installation, medians, landscaping, bike lanes, multi-use trails, and sidewalks.
8. Develop a plan identifying truck routes and routes for the transport of hazardous materials.
9. Develop a Capital Improvement Program that prioritizes the bicycle and pedestrian improvements identified in the Circulation Element and identifies projected implementation dates and funding sources.
10. Develop/retain a plan that identifies a street maintenance schedule for regular sweeping of streets, including bike lanes and multi-use paths.



101747064

THE UNIVERSITY OF CALIFORNIA

The University of California is a public institution of higher learning, established by the people of the State of California in 1868. It is a non-profit organization, and its assets are held in trust for the benefit of the people of the State. The University is committed to the highest standards of academic excellence, and to the advancement of knowledge and the betterment of society.

The University is organized into several divisions, including the Division of the Natural Sciences, the Division of the Social Sciences, the Division of the Humanities, and the Division of the Health Sciences. Each division is responsible for the academic and administrative affairs of the institutions within its jurisdiction.

The University is also committed to the advancement of research and scholarship, and to the promotion of the highest standards of academic excellence. It is a leader in the field of higher education, and its institutions are recognized throughout the world for their contributions to knowledge and to the betterment of society.

The University is a public institution, and its assets are held in trust for the benefit of the people of the State. It is committed to the highest standards of academic excellence, and to the advancement of knowledge and the betterment of society. The University is a leader in the field of higher education, and its institutions are recognized throughout the world for their contributions to knowledge and to the betterment of society.

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